

The Pacific Commercial Advertiser

U. S. WEATHER BUREAU, October 8.—Last 24 hours' rainfall, .00. Temperature, Max. 83; Min. 74. Weather, fair.

ESTABLISHED JULY 2, 1856.

SUGAR.—98 Degree Test Centrifugals, 3.95c.; Per Ton, \$79.00. 88 Analysis Beets, 9s. 9d.; Per Ton, \$80.80.

VOL. XLVI, NO. 7853.

HONOLULU, HAWAII TERRITORY, WEDNESDAY, OCTOBER 9, 1907.

PRICE FIVE CENTS.

NINETY MILLION FEET OF OHIA CONTRACTED FOR

A Deal Involving Over Two Million and a Half Dollars Signed With the Santa Fe Railroad.

B. O. Faulkner, the head of the tie and lumber department of the Atchison, Topeka and Santa Fe railroad, left this city last night on the America Maru, but shortly before going signed a contract with the Hawaiian Mahogany Lumber Company which will mean the exportation of 90,000,000 board feet of ohia to the mainland within the next five years. While the representatives of the lumber company are unwilling to state the exact price obtained for their lumber under the contract, the fact was obtained that it was between \$2,500,000 and \$3,000,000.

The negotiations for the sale of the ties were conducted by W. W. Harris, who recently returned from a long trip to the Coast, where he took the matter up with the Santa Fe officials and brought it to their attention in such a way that they caused a searching analysis to be made of the samples of ohia which had been sent for the purpose. When this was done the hardest part of the fight was over as the ohia tie proved to be far ahead of the white oak tie, which is considered the standard in tensile strength, spike holding qualities and in density of fiber. In the tests which were made, both by the Federal authorities and by the railroad chemists in their laboratories, the white oak tie was taken as the standard, with a percentage of 100. The test showed the ohia to be of thirty per cent better quality than the white oak and naturally the railroad men were greatly interested.

The next step was to have an expert come to this Territory to examine the resources of the company which offered the ties to the market. Mr. Faulkner came down with Mr. Harris for this purpose and in company with Manager Cant, of the Hawaiian Mahogany Lumber Company, paid a two-weeks' visit to the forests of the company on Hawaii. He returned expressing the utmost satisfaction with what he had seen and the signing of the contract yesterday afternoon was the result.

According to the terms of the contract the local company is to furnish 500,000 ties six by eight inches and eight feet in length, each year for five years, the same to be delivered at such Coast ports as shall be designated by the railroad company. In addition to this they shall deliver each year 500 sets of switch ties, which are heavier than the regular tie and vary in length from 10 to 22 feet.

These ties will all be shipped through the port of Hilo and the gross tonnage per year will be in excess of 50,000 tons. When it is realized that a steamer the size of the Hilonian carries less than 4000 tons, it will be seen that the transportation alone will be an enormous item. In speaking of the matter last night B. W. Shingle, of the Hawaiian Mahogany Lumber Company, stated that as yet the plans for shipment had not been completed and he could not state by what line they would send the ties to the Coast. He said that the first shipment would be made early in 1908.

In speaking of the work being done by the company in its forests he said: (Continued on Page Ten.)

WILL LEAVE FOR RUBBER COUNTRY

The Likelike Chartered to Take Excursion Friday at Noon.

The excursion from this city and Maui to visit the rubber plantations of the Nahiku Rubber Company will leave the Inter-Island wharf Friday noon, taking twenty odd people from this city and picking up as many more at Lahaina and Kahului. The following plans have been made by the Waterhouse company which is in charge of the excursion. The Likelike has been specially chartered for the trip and leaving this city Friday will proceed to Lahaina, arriving there at about 8 o'clock in the evening and remaining for about an hour while those interested in rubber in that town are being brought aboard.

The next stop will be at Kahului, where the Likelike should arrive at about 1 a. m. If everything goes well and where still further additions to the excursion will be made. Nahiku should be reached about daybreak and the party will disembark and take breakfast on shore.

At this point recourse will be made to wagons and horses and such members of the party as have their own saddles are advised to take them along on the trip. The ride will take the members of the party through the rubber plantations of the American-Hawaiian company and the Nahiku Sugar company and also the Koolau company. Lunch will be taken at the Nahiku Rubber company's headquarters and will be followed by a business meeting. The trip to Hana will be made in the afternoon and dinner will be served at that town, leaving between 8 and 9 o'clock for Honolulu. The Likelike should return to this city about 9 o'clock Sunday morning.

Among those who will go from Honolulu on the excursion will be Messrs. Kotinsky, Q. Q. Bradford and Haugs, of the Territorial Bureau of Agriculture and Forestry; Jared Smith, E. F. Dillingham, E. C. Brown, Dr. Rogers, L. A. Thurston, W. W. Hall, Charles Crane, W. W. Thayer, Dr. A. B. Clark, G. P. Cooke, C. H. Cooke, A. W. Van Valkenberg, Dr. Waterhouse, Albert Waterhouse, F. T. P. Waterhouse and

William Weinrick. Among those expected to join the party at Lahaina are: D. C. Lindsay, T. M. Church, J. L. Coke, Hugh Howell, C. D. Lufkin, R. A. Wadsworth and Senator Hazelton.

REPAIR TRANSPORT SHERMAN.

The transport Sherman has now been thoroughly repaired by the Moore & Scott Iron Works and is taking on stores and provisions. The Eighteenth Infantry, with their baggage, will arrive on Friday and there is now nothing to prevent the Sherman's departure at noon on Saturday. The transport will take on coal at Honolulu instead of loading at this port.—S. F. Chronicle, Oct. 2.

EDITOR GILL AGAIN PROVES UNFORTUNATE

SEATTLE, September 28.—The Seattle Daily News, one of three afternoon papers of this city, with Edwin S. Gill as editor and manager, has suspended publication. At least, its Sunday edition will not appear tomorrow, and it is doubtful if there will be another issue, as an application for a receiver was made late this afternoon showing an indebtedness of upwards of \$40,000. Various local capitalists, among others Charles E. Shepherd and James A. Moore, according to report, have from time to time given the paper, which never had been a paying venture, financial support.

Mr. Gill was editor of the now defunct Honolulu Republican in 1901 and afterward practised law here for a short time. Two or three years ago it was reported he stood well to make a fortune in a street railway scheme up north.

CONDOR SAILS TODAY.

The German cruiser Condor gets away for the Marshall Islands at 2 o'clock this afternoon from Naval wharf No. 3, completing taking on about 300 tons of coal this morning. She has been in port over two weeks and her officers and men have found Honolulu a pleasant vacation spot. Her men have attracted great attention on account of their splendid bearing and temperate habits.

WALLACH NOW PEARL HARBOR HAS LAST FAVORED BY DEWEY

Board of Health Will Be Asked to Give Him Chance.

Governor Frear gracefully turned down J. Lor Wallach and his Home Rule backers, despatching a letter yesterday to Charley Nottley in which the buck is passed up to the Board of Health. As was predicted, the Governor gave as his main reasons for the refusal of the petition that Wallach be allowed to treat a number of selected lepers the fact that the matter was one to come properly before the Board of Health and that the committee desired by Wallach was not one to take intelligently in hand the question of either disease or cure.

The refusal of the Governor to entertain the Home Rule program failed to dampen the ardor of the healer or his patron Nottley. Now they propose taking the matter up directly with the Board of Health at the meeting of that body either today or tomorrow. There is reason to suppose that this time the Board of Health will be found willing to make a proposition to Wallach, probably to allow him to go to Molokai to demonstrate his claims. It is taken for granted by both Wallach and Nottley that the references to the Board of Health in the letter of the Governor are straight tips to them to make this attempt.

The letter of Governor Frear is as follows: "Executive Chamber, Honolulu, Hawaii, October 8, 1907.

"Mr. Charles Nottley, President, Independent Home Rule Party, Honolulu, Hawaii.

"Sir: I have examined the petition and accompanying exhibits presented to me a few days ago by you and Mr. William White representing the Executive Committee of the Independent Home Rule Party on behalf of Mr. J. Lor Wallach, and have given these and also the statements made by you and Mr. Wallach on that occasion due consideration.

"The request is that Mr. Wallach be permitted to select and treat lepers under the conditions set forth in his statement attached to the petition. The conditions set forth in the statement and explained to some extent orally are, in general, that a committee of twenty laymen be selected, subject to Mr. Wallach's approval, to go with him to the Leper Settlement to select fifteen lepers to be brought to Oahu, there to be subject to his sole supervision and treatment by him and at his own expense, subject to the approval of the committee; the public to be allowed to see the lepers when they arrive, the history of each case and a photograph of each patient to be published officially in the newspapers from time to time; the opinion of the committee that any of the lepers have been cured to be final, and such persons not to be returned to Molokai. The committee, I understand, are to form their opinions from outward appearances, without expert or bacteriological test.

"All will agree that the discovery of a cure for leprosy would be one of the greatest boons that could come to these islands. Many believe that Mr. Wallach has such a cure; many believe that he is an imposter or self-deceived; many feel that he should be given an opportunity to show what he can do—some because they believe in him, some because they think it would please others and do no harm, some because they think it would be the best way to prove him an imposter; the Legislature at its last session passed a concurrent resolution requesting the Board of Health to give him permission to treat lepers.

"The board is, of course, under the law the appropriate body to act in a matter of this kind and I might well refer the petition to that body with or without suggestions on my part, but under the circumstances I deem it best to reply directly, because, if for no other reason, the request is of such an extreme nature that I could not recommend it myself and I do not see how the board could grant it as a matter of policy, even if it could under the law.

"Not only should the law be observed, but the board should act with due caution and sound reason for the best interests of the public, the lepers and even Mr. Wallach himself, if his claims are well-founded. He claims to have cured in this city 209 persons, some of whom at least, he asserts, were lepers. He is unwilling to furnish proof of these facts in a way that can reason— (Continued on Page Three.)

(Mail Special to the Advertiser.)

WASHINGTON, D. C., September 27.

There has been a great to-do here the past week over the transportation of coal for the battleships soon to go to the Pacific ocean. It has been about the transportation of coal already on the way and with coal to be transported under bids opened a few days ago. Some of the foreign ships, chartered several months ago, are carrying these fuel cargoes from one American port to another American port, which, the friends of American shipping say, is in distinct violation of the coastwise shipping law.

The President justifies this action on the ground that he can not get American ships to do the work satisfactorily. He claims that the army and navy stores transportation act of 1904 gives him such authority. This is stoutly denied by American ship-owners and also by Senators and members who were instrumental in getting the bill enacted into law. Of the 133,000 tons of coal called for by the recent bids, only 40,000 tons are to be delivered at any United States port. Those 40,000 tons go to San Francisco, American shippers are making frantic efforts to secure the contracts for that portion of the shipments and will probably succeed.

Among the American vessels figuring in the competition was the Virginian of the American-Hawaiian line, which was offered for a cargo from the Atlantic coast to Magdalena Bay at \$8 a ton. It is believed that this bid will be accepted forthwith by the Navy Department, as it was one of the most advantageous offers received from American owners. The other American offers were chiefly for time charters. It may be that the Department will try to persuade the owners of the Virginian to take a cargo to San Francisco, instead of to Magdalena Bay.

COAL FOR HONOLULU.

The alleged violations of the coastwise shipping laws hold true of considerable shipments of coal now on the way to Honolulu. Some 29,000 tons of navy coal are due to arrive in Honolulu during December and January. It is just now leaving Norfolk, Va. These are shipments of Pocahontas steaming coal as follows: Queen Helena with a capacity of 5750 tons; the Nederland, with a capacity of 5500 tons; the Stratgaw, with a capacity of 6500 tons, all three vessels being paid freight at the rate of \$6.50 a ton; the Highland Monarch, with 5500 tons, freight rate, \$6.75; and the Crown of Galicia, 7000 tons, at \$6.65.

The rate paid these foreign ships for taking coal from Norfolk to Honolulu is interesting in comparison with the rates being paid to sailing ships on an identical voyage. There are four such sailing ships now en route to Honolulu or about to arrive there. These sailing ships and the weight of their cargoes are as follows, each being paid at the rate of \$6.25 per ton as freightage: Bengalon, 3000 tons; Edward Sewall, 5000 tons; Astral, 5000 tons; Dirigo, 4500 tons. The sailing ships, it will be seen, carry the coal for less than the steaming ships. It is claimed that if the Navy Department had taken pains to hunt around for vessels it could easily have found enough sailing vessels of American registry to do this work and that the alleged effort to break down the coastwise laws might have been avoided.

These nine ships will take approximately 46,000 tons of coal to Honolulu for the Navy. This fact has been pointed to as evidence that the President fully intends sending the big fleet across the Pacific and that it will be seen in the harbor of Honolulu along in February or March next. That is denied at the Navy Department, where it is said that the large shipments of coal to Honolulu are solely for the (Continued on Page Two.)

SHANGHAI GIVES BIG RECEPTION TO SECRETARY

For First Time Aristocratic Ladies Are Present at Function—Fine Ball Played in Chicago Struggle.

(Associated Press Telegrams.)

SHANGHAI, October 9.—Secretary Taft arrived here yesterday. He was given a magnificent reception by the heads of the various guilds and the government officials. For the first time in the history of China the ladies of the Chinese aristocracy were present at any such public function, presiding over the refreshment tables.

Complimentary speeches of welcome were made and there were many references to the open door policy, which was advocated by the various speakers.

GREAT BASEBALL GAME AT CHICAGO YESTERDAY

CHICAGO, October 9.—The greatest baseball game of the season was the one played yesterday between the Chicago Nationals and the Detroit Americans in the first game of the series for the championship of the world, the game running to twelve innings and ending in a tied score of three to three.

The batteries were: for Chicago Overall and Ruelbach, in the box, and Kling; for Detroit, Donovan and Schmidt. Detroit made nine hits all off the delivery of Overall, who was withdrawn in the ninth and Ruelbach allowed to finish the game. Chicago secured a score of ten in the hit column.

The attendance at the game was large, twenty-seven thousand five hundred and fifty-five persons entering through the turnstiles.

"Ovie" Overall, who played in the world's championship game yesterday, is one of the pitchers who will probably visit Hawaii within a few weeks with Mike Fisher's aggregation. The San Francisco Examiner, in the files received yesterday, refers to Overall and the Hawaiian trip as follows:

"Mike also is casting an eager eye in the direction of Chicago. In that metropolis he sees the towering form of 'Ovie' Overall, the star pitcher of the clubs. It will be remembered that Mike was 'Ovie's' Columbus. One day three years ago, Mike was down near Fresno. He wandered out in the fields one day, ruminating on the beauties of nature, when suddenly he came across Overall. The big fellow was picking raisins, or something like that—at any rate, he was engaged in some quiet, pastoral pursuit. Mike had heard of him as a star twirler with the Blue and Gold team of the University of California. So right then and there he made a proposition to the man with the hoe. He offered 'Ovie' more money than any young fellow ever got making his debut in the professional game. 'Ovie' accepted. For a while he pitched pretty bum ball. So Mike—as he tells the yarn himself—raised his salary and pitched him oftener than before. Under his kind and able tutelage, the big fellow blossomed out as a star, going from here to Cincinnati and from there to the Cubs at Chicago, the National League champions.

"Mike believes that 'Ovie' will now make return for the aforesaid kind and able tutelage, and will readily sign to make the Honolulu trip. In fact, it is quite likely that he will, for most players would be glad of the chance to get such a pleasure job during the dreary months between seasons."

MORE CHOLERA AT TOKIO.

TOKIO, October 9.—Nineteen new cases of cholera were reported to the health authorities here yesterday.

UNION PACIFIC REELECTS OLD BOARD.

SALT LAKE, October 8.—The present directors of the Union Pacific Railroad were reelected today without opposition. The Union Pacific is the central organization of the Harriman roads.

ON WRONG SIDE OF MARKET.

SAN FRANCISCO, October 8.—Stockbroker Max Ettlinger committed suicide today by shooting himself.

AN EASY BERTH.

NORFOLK, Va., October 8.—The battleship Kentucky is stuck in the mud near the coast.

INVESTIGATING JURY BRIBING.

SAN FRANCISCO, October 8.—The Grand Jury is investigating the charge that the jurors who passed on the case of Tiley L. Ford were tampered with.

HAYTIAN PRESIDENT ILL.

KINGSTON, Jamaica, October 8.—President Alexis of Hayti is seriously ill.

ANOTHER WAR VESSEL AT SAN FRANCISCO.

SAN FRANCISCO, October 8.—The U. S. S. Yorktown arrived today.

A VOICE CALLING FROM THE DARK

An interesting although almost illegible communication was received in the mail of the Governor's office yesterday, the epistle in question being a

poorly written postal card addressed to "Governor J. B. Carter" and postmarked at Cleveland, Ohio. As far as it could be made out it said:

"The middle class in the U. S. must be protected against the rich anarchists like Rockefeller and labor agitator anarchist Sam Gompers, a more powerful one against the great middle class. The great middle class will crush Gompers, Rockefeller and Jacob Schiff of New York."